STREET STANDARDS

1. INTRODUCTION

The following article provides standards for streets and roads allowed within each transect zone. These standards are designed to provide the desired character (i.e. urban or rural) and level or multi-modal travel desired. Graphics shown are meant to be representative and include some flexibility for design. Tables provided for each of the transect zones provide a range of options.

2. GENERAL STANDARDS (ALL TRANSECT ZONES)

A. General

1. All streets shall be intended for use by vehicular, pedestrian, and bicycle traffic. Streets may also be designed for equestrian traffic.

2. Streets shall generally consist of travel lanes (which may also include turn lanes, on-street parking, and median) and public frontages (edges of the street that are designed to accommodate pedestrians).

3. Streets shall be designed with the urban or rural form, vehicular speed, and level of multi-modal travel desired. Public frontages and the configuration of travel lanes, on-street parking, and turn lanes/medians may be adjusted as streets move from one transect zone to another and as needed to reflect the surrounding development.

4. In the T1, T2A, and T2B zones, pedestrian comfort may be a secondary consideration of street type and configuration. Design conflict between vehicular and pedestrian movement generally should be decided in favor of vehicular movement. In the T3, T4, and T5 zones, pedestrian comfort should be a primary consideration of street type and configuration. Design conflict between vehicular and pedestrian movement generally should be decided in favor of pedestrian movement. Some areas also may favor bicycle movement over vehicular movement.

5. All streets shall terminate at other streets, forming a network. Internal streets and alleys shall connect wherever possible to those on adjacent sites. Cul-de-sacs and dead

end streets shall only be granted by a warrant which should only be granted by the Director if a street connection is not feasible due to specific site, topographic, and/or environmental conditions.

6. Streets may include travel lanes in a variety of widths to provide a range of vehicular speeds and bicycle facilities, such as bike lanes and routes.

7. Street stubs are allowed if a property is developed and a street expansion is planned on an adjacent property and if at least one connection is maintained to the existing street network. Such street stubs shall be constructed up to the property line so that the expansion may be complete when the adjacent property redevelops.

B. Public Frontages

1. The public frontage contributes to the character of the transect zone, and includes the type of walkway, edge and planter, and landscaping.

2. Each transect zone has one or more public frontages that may be used along the edges of the allowed streets.

3. T1/T2A/T2B/T3 (Option A): trees provided should be native species requiring minimal or no irrigation, fertilization, and maintenance. Tree species may vary throughout and the placement of trees may be more organic and naturalistic.

4. T3 (Option B)/T4/T5: trees provided shall consist of durable species that are tolerant to soil compaction. Native species are encouraged and trees selected should require minimal irrigation, fertilization, and maintenance.

5. T4/T5: trees selected shall clear the ground floor of adjacent buildings. In front of non-residential uses in the T5 zone, tree placement patterns may be altered to avoid blocking views to storefronts from travel lanes.

C. Street Tree Selection

1. Trees for swales, shoulders, parkways, sidewalks, and medians shall be selected from the list provided in Section 5.03 (Street Trees and Landscaping) of the King County Road Design and Construction Standards (2007 or most current version).

D. Bulbouts and Turning Radii

1. Bulbouts may be provided at intersections and mid-block crossings within the T4 and T5 zones. If provided, bulbouts shall be constructed of the same paving material as the adjacent sidewalk.

2. The effective turning radius range allowed by right within all transect zones is 10 to 20 feet. This range allows for vehicular speeds of 20 to 35 miles per hour (MPH). This radius range may be lowered by right to 5 feet in the T3, T4, and T5 transect zones on streets with a desired vehicular speed of less than 20 MPH. This radius range may also

be increased to 30 feet by right in the T1, T2A, and T2B transect zones and by warrant in the T5 transect zone for streets with a desired vehicular speed of more than 35 MPH.

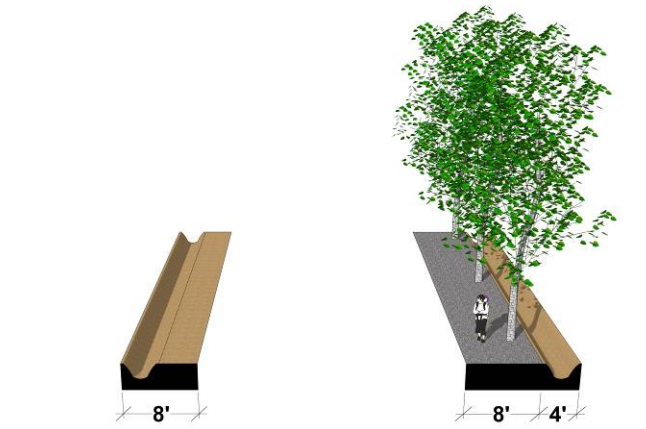
3. T1/T2A/T2B STREET STANDARDS

Streets within the T1, T2A, and T2B zones are designed to maintain a rural character and are designed with softer edges (swales and shoulders) instead of harder edges such as curbs and sidewalks. Trees may be planted at irregular patterns. Streets within these transect zones provide no on-street parking and use shoulders and swales, instead of curbs and gutters, to manage stormwater runoff. Shoulders provided are designed with decomposed granite, or other comparable material. Shoulders may also be used to accommodate emergency vehicle parking and to provide a route for pedestrians and bicyclists to use.

A. Public Frontage

Two options for public frontages are allowed in the T1, T2A, and T2B zones: Option A (Swale) and Option B (Swale with Shoulder). Streets may include the same public frontage option on both sides of the street or different public frontage options on either side. A swale is required within both of these options. An unpaved shoulder (constructed of decomposed granite or other comparable material as approved by the Director) may be located between the swale and the paved travel lane (Option B). Swales and shoulders shall have a minimum width of 4 feet and 8 feet (respectively), and may be widened as needed or desired. The additional width on shoulders shall not be used as a travel lane.

Trees shall be planted along shoulders in clusters or linearly at irregular or regular intervals with an average spacing of 1 tree for every 60 linear feet of roadway. Trees shall be planted at least 4 feet from the edge of the paved travel lane. Trees may be planted within swales that are at least 8 feet in width as long as the tree does not hinder drainage. Additional landscaping may be provided in swales and near the edge of the swale and shoulder as long as the landscaping does not hinder drainage or visibility at intersections and driveway entrances. Such landscaping should include indigenous species to provide natural habitat and to minimize maintenance.



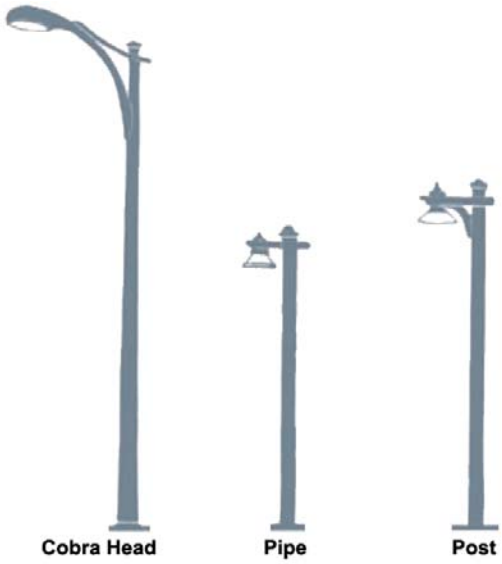
Minimum dimensions shown

B. Pedestrian, Bicyclist, and Equestrian Accessibility

Pedestrians and equestrians may use the shoulder as if it were a sidewalk and may walk in either direction. Bicyclists may also use the shoulder or they may ride in the travel lane, including the paved shoulder, as if they were a motorist. The street sections below may be widened to accommodate bike lanes with a minimum width of 4 feet. The shoulder also may be widened to provide more space for pedestrians and bicyclists. Crosswalks may be provided at or between intersections to provide more visible pedestrian street crossings.

C. Illumination

Street illumination (provided by streetlights) is required for all roadways with more than two lanes of travel. Street illumination may be provided on other streets if desired or as needed or as required by the Director. Appropriate styles of streetlights used for illuminating roads in the T1, T2A, and T2B zones include Cobra Head, Pipe, and Post style streetlights. Steel poles shall be used for streetlights unless otherwise approved by the Director. Streetlights shall be designed to minimize light pollution, in order to reduce development impact on nocturnal environments and wildlife, and to increase night sky visibility for people. Minimize light trespass from the site by using only lighting fixtures that are fully shielded with cutoff devices, such that all light is directed downward.



D. Street Sections

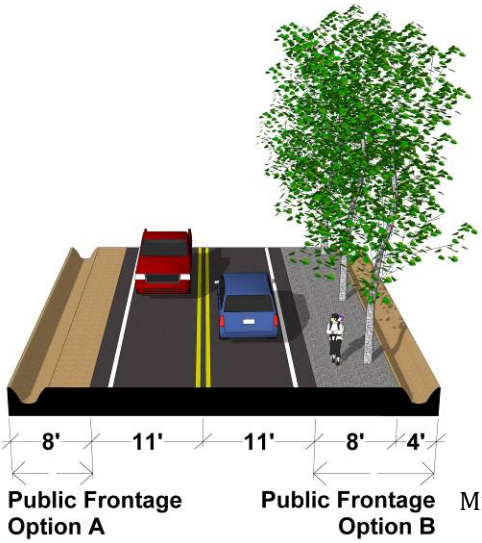
The following street sections are allowed in T1, T2A, and T2B:

- Two Lane Road

- Two Lane Road with Center Turn Lane
- Four Lane Road

E. Two Lane Road (T1/T2A/T2B)

This street layout should be used on rural roads in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential and agricultural areas where children may be present and where slower vehicles (i.e. tractors) may be traveling along the road.

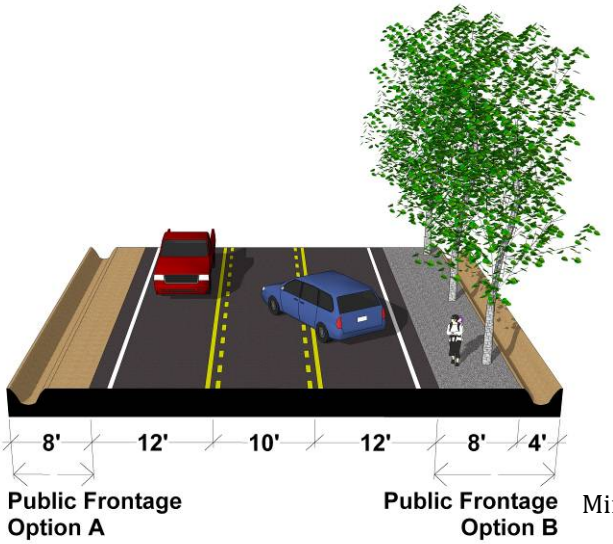


Minimum dimensions shown

E. Two Lane Road (T1/T2A/T2B)		
1	Right-of-Way Width	38' (Option A only), 42' (Option A/B), and 46' (Option B only) minimum
2	Pavement Width	22' minimum and 28' maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	11' minimum and 14' maximum
	Paved Shoulder	1.5' minimum of the travel lane width shall be used as a paved shoulder
6	Center Turn Lane	None
7	On-Street Parking	None
8	Public Frontage Width	8' (swale) and 4'/8' (swale/shoulder) minimum
9	Walkway Type	Shoulder (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option B)
11	Edge / Planter Type	Continuous swale and/or shoulder
12	Landscape Type	Shoulder: trees clustered/regularly spaced at least 4' from pavement Swale: trees and other landscaping in/around swale (if provided)
13	Additional Modifications	None (other than variations listed above)

F. Two Lane Road with Center Turn Lane (T1/T2A/T2B)

This street layout is similar to the "Two Lane Road" and should be used on rural roads in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. However, this street layout includes a center left turn lane that can increase traffic flow and allows transition room for vehicles turn onto or from the road. The added width also increases distances pedestrians and bicyclists must travel to cross the road. The center turn lane may be also designed as a dedicated left turn lane in one direction of travel.

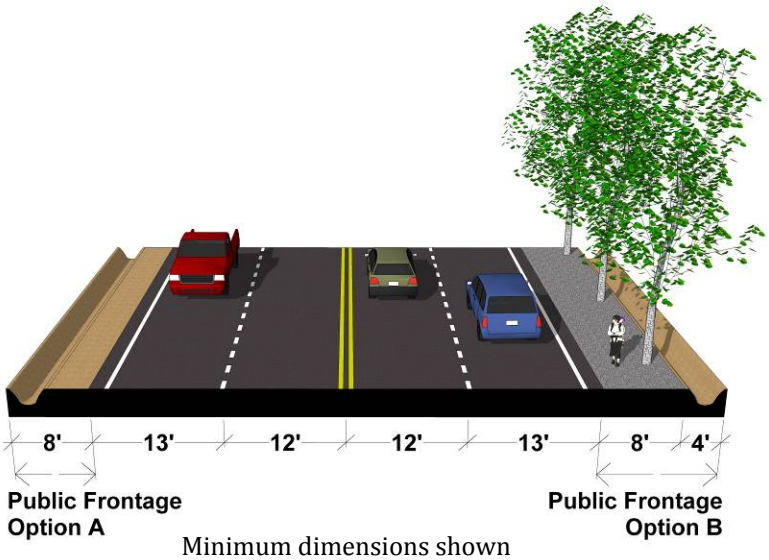


Minimum dimensions shown

F. Two Lane Road with Center Turn Lane (T1/T2A/T2B)		
1	Right-of-Way Width	50' (Option A only), 54' (Option A/B), and 58' (Option B only) minimum
2	Pavement Width	34' minimum and 38' maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total) and 1 center turn lane
5	Travel Lane Width	12' minimum and 14' maximum
	Paved Shoulder	1.5' minimum of the travel lane width shall be used as a paved shoulder
6	Center Turn Lane	10' minimum and 14' maximum
7	On-Street Parking	None
8	Public Frontage Width	8' (swale) and 4'/8' (swale/shoulder) minimum
9	Walkway Type	Shoulder (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option B)
11	Edge / Planter Type	Continuous swale and/or shoulder
12	Landscape Type	Shoulder: trees clustered/regularly spaced at least 4' from pavement Swale: trees and other landscaping in/around swale (if provided)
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections or as passing lane on mountain roads

G. Four Lane Road (T1/T2A/T2B)

This street layout is similar to the "Two Lane Road" and should be used on rural roads in segments that receive moderate-to-high volumes of traffic and where moderate vehicular speeds are desired. The additional lane in each direction allows for more free movement of traffic; however, the added width also increases distances pedestrians and bicyclists must travel to cross the road.



Minimum dimensions shown

G. Four Lane Road (T1/T2A/T2B)		
1	Right-of-Way Width	66' (Option A only), 70' (Option A/B), and 74' (Option B only) minimum
2	Pavement Width	50' minimum and 56' maximum
3	Design Speed	35+ MPH (high movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	12' (inner lane) / 13' (outer lane) minimum and 14' maximum (all lanes)
	Paved Shoulder	1.5' minimum of the travel lane width shall be used as a paved shoulder
6	Center Turn Lane	None
7	On-Street Parking	None
8	Public Frontage Width	4' (swale) and 4'/8' (swale/shoulder) minimum
9	Walkway Type	Shoulder (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option B)
11	Edge / Planter Type	Continuous swale and/or shoulder
12	Landscape Type	Shoulder: trees clustered/regularly spaced at least 4' from pavement Swale: trees and other landscaping in/around swale (if provided)
13	Additional Modifications	Center left turn lanes provided at major intersections

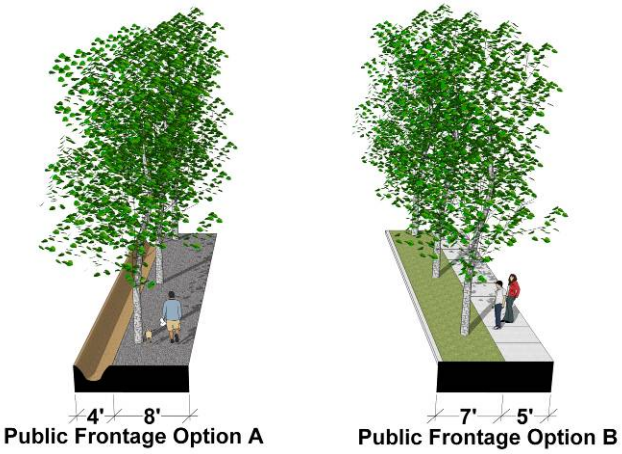
4. T2C/T3 STREET STANDARDS

Streets within the T2C and T3 zones are designed to reflect a rural character and transition into an urban environment. Depending on the desired character, streets may be designed with softer edges, such as swales and shoulders, or with harder edges, such as curbs and sidewalks. Landscaping provided is generally more organized than on rural streets, but may still reflect a more irregular planting pattern. Unlike the streets in the T1, T2A, and T2B zones, streets within the T2C and T3 zones generally include on-street parking and may either use swales and shoulders or curbs and gutters to manage stormwater runoff. Shoulders provided are designed with decomposed granite, or other comparable material and may also be used to accommodate emergency vehicle parking and provide a route for pedestrians and bicyclists to use.

A. Public Frontage

Two options for public frontages are allowed in the T2C and T3 zones: Option A (Swale with Shoulder) and Option B (Parkway with Sidewalk). The same frontage option should be provided on both sides of the street. Option A requires a swale and an unpaved shoulder (constructed of decomposed granite or other comparable material) that is located between the swale and the paved travel lane. Swales and shoulders shall have a minimum width of 4 feet and 8 feet (respectively), and may be widened as needed or desired. The additional width on shoulders shall not be used as a travel lane. Option B requires a curb with a landscaped parkway and sidewalk. Parkways and sidewalks shall be a minimum of 7 feet and 5 feet (respectively), and may be widened as needed or desired. The widths of parkways and sidewalks may differ from one side of the street to the other.

Trees may be planted along shoulders in clusters or linearly at irregular or regular intervals with an average spacing of 1 tree for every 40 linear feet of roadway, or may be planted within the parkway at an average spacing of 1 tree for every 30 linear feet of roadway. Trees shall be planted at least 4 feet from the edge of the paved travel lane if planted along a shoulder. Trees may be planted within swales that are at least 8 feet in width as long as the tree does not hinder drainage. Additional landscaping may be provided in swales, near the edge of the swale and shoulder, and within parkways as long as the landscaping does not hinder drainage or visibility at intersections and driveway entrances. Landscaping should include indigenous species to provide natural habitat and to minimize maintenance.



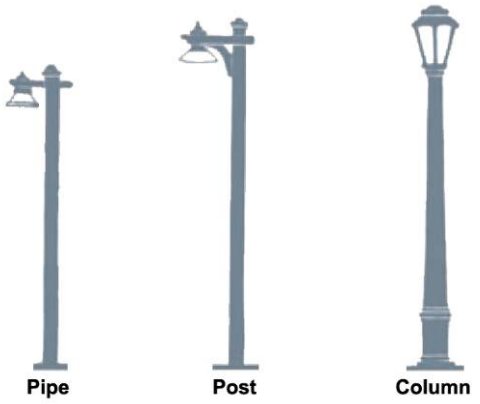
Minimum dimensions shown

B. Pedestrian, Bicyclist, and Equestrian Accessibility

Pedestrians may use the shoulder in Option A as if it were a sidewalk or the sidewalk in Option B. Bicyclists and equestrians may also use the shoulder in Option A. Bicyclists also may ride in the travel lane as if they were a motorist. Streets in Option B are not designed for equestrians. The street sections below may be widened to accommodate bike lanes with a minimum width of 4 feet. The shoulder (Option A) may be widened to provide more space for pedestrians and bicyclists. The sidewalks (Option B) may be widened to provide more space for pedestrians. Crosswalks may be provided at or between intersections to provide more visible pedestrian street crossings.

C. Illumination

Street illumination (provided by streetlights) is required for all roadways with more than two lanes of travel. Street illumination may be provided on other streets as needed or as required by the Director. Appropriate styles of streetlights used for illuminating streets/roads in the T2C and T3 zones include Pipe, Post, and Column style streetlights. Steel poles shall be used for streetlights unless otherwise approved by the Director. Streetlights shall be designed to minimize light pollution, in order to reduce development impact on nocturnal environments and wildlife, and to increase night sky visibility for people. Minimize light trespass from the site by using only lighting fixtures that are fully shielded with cutoff devices, such that all light is directed downward.



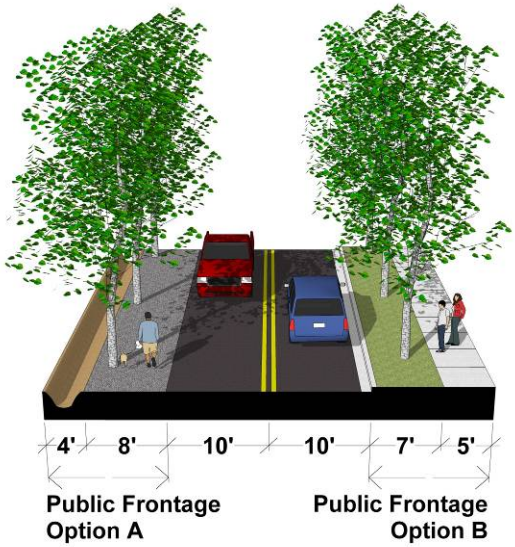
D. Street Sections

The following street sections are allowed in the T2C and T3 zones:

- Two Lane Road/Street
- Two Lane Road/Street with Parallel Parking on One Side
- Two Lane Road/Street with Parallel Parking
- Two Lane Road/Street with Parallel Parking and Center Turn Lane

E. Two Lane Road/Street (T2C/T3)

This street layout should be used on roads in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential areas where children may be present.

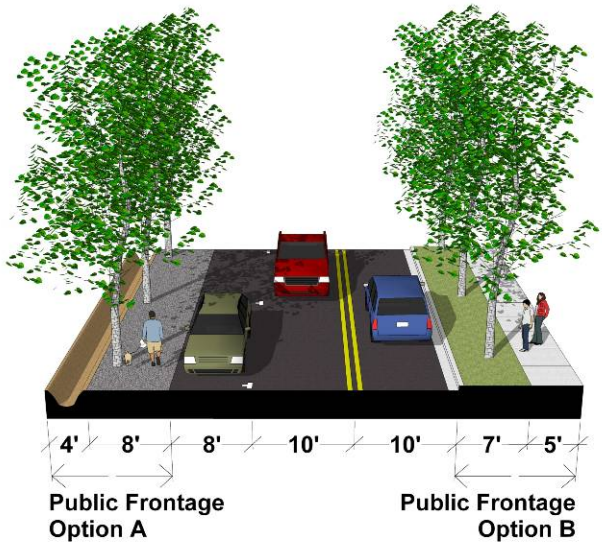


Minimum dimensions shown

E. Two Lane Road/Street (T2C/T3)		
1	Right-of-Way Width	44’ minimum
2	Pavement Width	20’ minimum and 24’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	Parking Type	None
8	Public Frontage Width	4’/8’ (swale/shoulder) and 7’/5’ (parkway/sidewalk) minimum
9	Walkway Type	Shoulder (Option A) and/or sidewalk (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option A)
11	Edge / Planter Type	Continuous swale/shoulder (Option A) and/or sidewalk/parkway (Option B)
12	Landscape Type	Shoulder (Option A): trees clustered/regularly spaced at least 4’ from pavement Swale (Option A): trees and other landscaping in/around swale (if provided) Parkway (Option B): trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	None (other than variations listed above)

F. Two Lane Road/Street with Parallel Parking on One Side (T2C/T3)

This street layout should be used on roads in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential areas where children may be present and where only one side of the roadway has active building frontages, which would benefit from on-street parking. If active building frontages are provided on both sides of the street, a layout with parking on both sides should be considered (see the standards for Two Lane Road/Street with Parallel Parking).

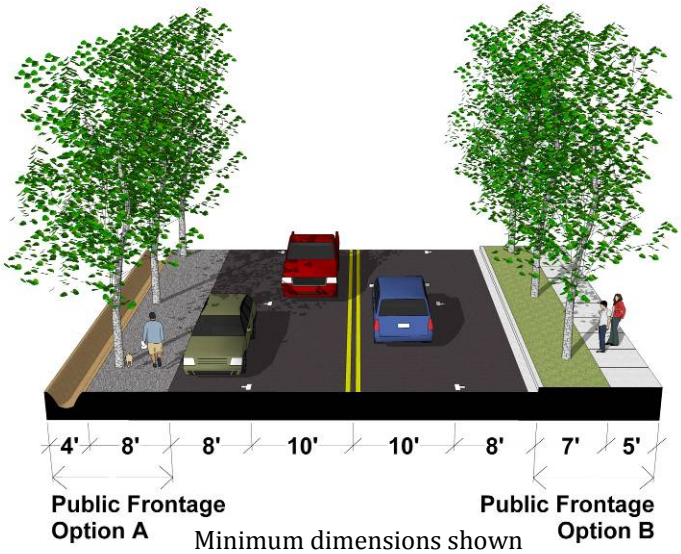


Minimum dimensions shown

F. Two Lane Road/Street with Parallel Parking on One Side (T2C/T3)		
1	Right-of-Way Width	52’ minimum
2	Pavement Width	28’ minimum and 32’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking (one side): 8’
8	Public Frontage Width	4’/8’ (swale/shoulder) and 7’/5’ (parkway/sidewalk) minimum
9	Walkway Type	Shoulder (Option A) and/or sidewalk (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option A)
11	Edge / Planter Type	Continuous swale/shoulder (Option A) and/or sidewalk/parkway (Option B)
12	Landscape Type	Shoulder (Option A): trees clustered/regularly spaced at least 4’ from pavement Swale (Option A): trees and other landscaping in/around swale (if provided) Parkway (Option B): trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	Parking may be provided on either side of the roadway

G. Two Lane Road/Street with Parallel Parking (T2C/T3)

This street layout should be used on roads in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential areas where children may be present and where left turn movements onto and from the roadway will not greatly affect traffic. If there are busy areas with major left turn movements between intersections, a center turn lane should be considered (see the standards for Two Lane Road/Street with Parallel Parking and Center Turn Lane).

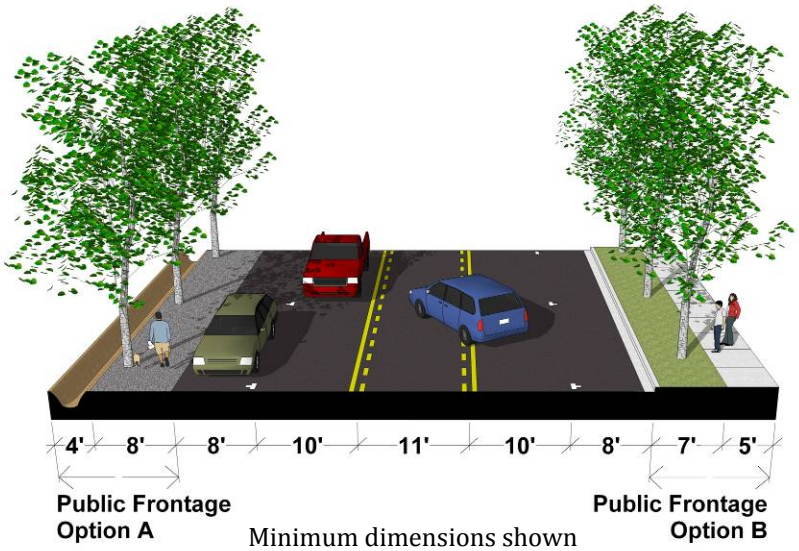


Minimum dimensions shown

G. Two Lane Road/Street with Parallel Parking (T2C/T3)		
1	Right-of-Way Width	60’ minimum
2	Pavement Width	36’ minimum and 40’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking: 8’
8	Public Frontage Width	4’/8’ (swale/shoulder) and 7’/5’ (parkway/sidewalk) minimum
9	Walkway Type	Shoulder (Option A) and/or sidewalk (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option A)
11	Edge / Planter Type	Continuous swale/shoulder (Option A) and/or sidewalk/parkway (Option B)
12	Landscape Type	Shoulder (Option A): trees clustered/regularly spaced at least 4’ from pavement Swale (Option A): trees and other landscaping in/around swale (if provided) Parkway (Option B): trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	None (other than variations listed above)

H. Two Lane Road/Street with Parallel Parking and Center Turn Lane (T2C/T3)

This street layout should be used on roads in segments that receive low-to-moderate volumes of traffic and where slow-to-moderate vehicular speeds are desired. These roads are generally not appropriate for residential areas where children may be present, but are well-suited in areas with major left turn movements between intersections. The center turn lane will accommodate turning movements with minimal impact to through traffic.



Minimum dimensions shown

H. Two Lane Road/Street with Center Turn Lane and Parallel Parking (T2C/T3)		
1	Right-of-Way Width	71’ minimum
2	Pavement Width	47’ minimum and 52’ maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	10’ minimum and 12’ maximum
7	On-Street Parking	Parallel parking: 8’
8	Public Frontage Width	4’/8’ (swale/shoulder) and 7’/5’ (parkway/sidewalk) minimum
9	Walkway Type	Shoulder (Option A) and/or sidewalk (Option B)
10	Bikeway Type	If provided: bike route, bike lane, and/or shoulder (Option A)
11	Edge / Planter Type	Continuous swale/shoulder (Option A) and/or sidewalk/parkway (Option B)
12	Landscape Type	Shoulder (Option A): trees clustered/regularly spaced at least 4’ from pavement Swale (Option A): trees and other landscaping in/around swale (if provided) Parkway (Option B): trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections

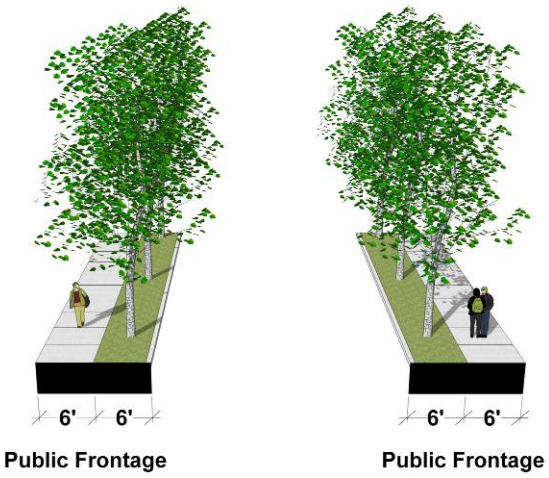
5. T4 STREET STANDARDS

Streets within T4 are designed to reflect a more urban character than streets in T1 through T3, and transition into to an urban environment. These streets shall be designed with hard edges, unlike more rural streets with softer edges, such as shoulders. Landscaping provided is organized and generally consistent throughout, with regular tree spacing. Unlike the streets in T1, T2A, and T2B, streets within T4 include on-street parking and use curbs, gutters, and parkways to manage stormwater runoff.

A. Public Frontage

Unlike other transect zones, only one public frontage is allowed in T4: Parkway with Sidewalk. Streets shall include the same public frontage on both sides of the street. The allowed public frontage requires a curb with a landscaped parkway and sidewalk. Parkways and sidewalks shall be a minimum of 6 feet each, and may be widened as needed or desired. The widths of parkways and sidewalks may differ from one side of the street to the other.

Trees shall be planted linearly at regular intervals with an average spacing of 1 tree for every 30 linear feet of roadway. Additional landscaping may be provided within parkways as long as the landscaping does not hinder visibility at intersections and driveway entrances. Landscaping should include indigenous species to provide natural habitat and to minimize maintenance.



Minimum dimensions shown

B. Pedestrian, Bicyclist, and Equestrian Accessibility

Pedestrians shall use the sidewalk. Bicyclists may ride in the travel lane, as if they were a motorist. These streets are not designed for equestrians. The street sections below may be widened to accommodate bike lanes with a minimum width of 4 feet. The sidewalks may be widened to provide more space for pedestrians. Crosswalks should be provided at or between intersections to provide more visible pedestrian street crossings.

C. One Way Streets

All two lane streets allowed in T4 also may be designed as one way streets. One way streets should only be used in specific locations where this street layout is desired and where two or more parallel streets can provide access, creating a couplet where one streets moves in one direction and the next street moves in the opposite direction.

D. Illumination

Street illumination (provided by streetlights) is required for all roadways with more than two lanes of travel. Street illumination may be provided on other streets as needed or as required by the Director. Appropriate styles of streetlights used for illuminating streets in the T4 zone include Post and Column style streetlights. Steel poles shall be used for streetlights unless otherwise approved by the Director. Streetlights shall be designed to minimize light pollution, in order to reduce development impact on nocturnal environments and wildlife, and to increase night sky visibility for people. Minimize light trespass from the site by using only lighting fixtures that are fully shielded with cutoff devices, such that all light is directed downward.

E. Street Sections

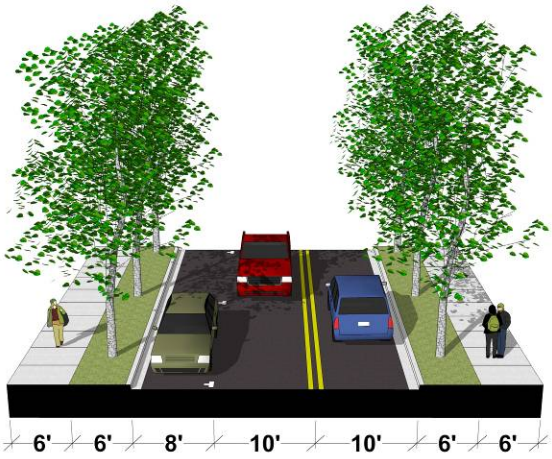
The following street sections are allowed in T4:

- Two Lane Street with Parallel Parking on One Side
- Two Lane Street with Parallel Parking
- Two Lane Street with Angled Parking
- Two Lane Street with Parallel Parking and Center Turn Lane
- Two Lane Street with Angled Parking and Center Turn Lane
- Four Lane Street with Parallel Parking
- Four Lane Street with Angled Parking

- Four Lane Street with Parallel Parking and Center Turn Lane/Median

F. Two Lane Street with Parallel Parking on One Side (T4)

This street layout should be used on urban streets in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential areas where children may be present and where only one side of the roadway has active building frontages, which would benefit from on-street parking. If active building frontages are provided on both sides of the street, a layout with parking on both sides should be considered (see the standards for Two Lane Street with Parallel Parking).

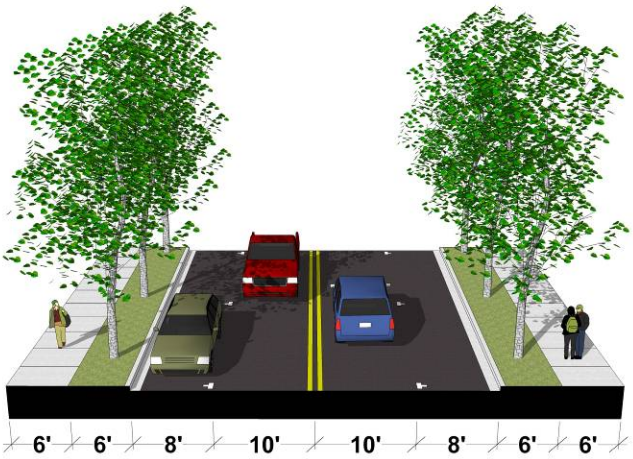


Minimum dimensions shown

F. Two Lane Street with Parallel Parking on One Side (T4)		
1	Right-of-Way Width	52’ minimum
2	Pavement Width	28’ minimum and 32’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking (one side): 8’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	Parking may be provided on either side of the roadway

G. Two Lane Street with Parallel Parking (T4)

This street layout should be used on urban streets in segments that do not receive high volumes of traffic and where slow-to-moderate vehicular speeds are desired. These roads may be well-suited for residential areas where children may be present and where left turn movements onto and from the roadway will not greatly affect traffic. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. If there are busy areas with major left turn movements between intersections, a layout with a center turn lane should be considered (see the standards for Two Lane Street with Parallel Parking and Center Turn Lane).

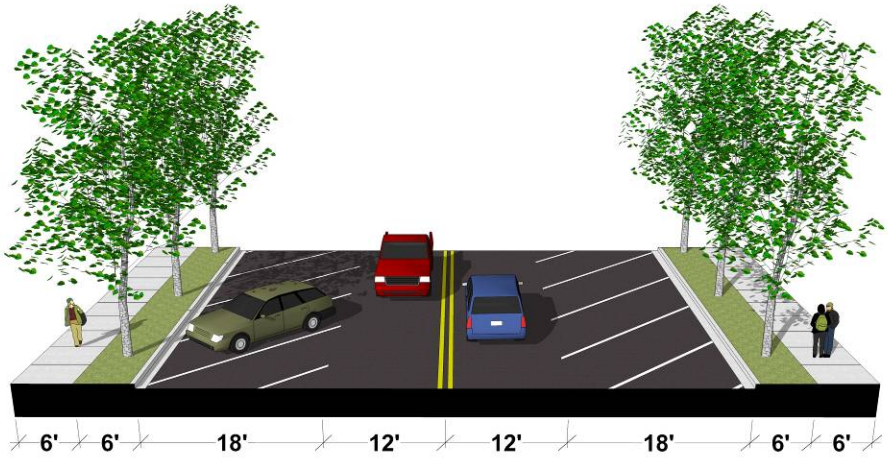


Minimum dimensions shown

G. Two Lane Street with Parallel Parking (T4)		
1	Right-of-Way Width	60’ minimum
2	Pavement Width	36’ minimum and 40’ maximum
3	Design Speed	20-30 MPH (slow or slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking: 8’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	One side of the roadway may include angled parking instead of parallel parking

H. Two Lane Street with Angled Parking (T4)

This street layout should be used on urban streets in segments that receive high volumes of traffic and where slower vehicular speeds are desired. On-street angled parking generally slows vehicle speeds compared to parallel parking. These roads are well-suited for areas where left turn movements onto and from the roadway will not greatly affect traffic and where additional on-street parking is desired. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. If there are busy areas with major left turn movements between intersections, a layout with a center turn lane should be considered (see the standards for Two Lane Street with Angled Parking and Center Turn Lane).

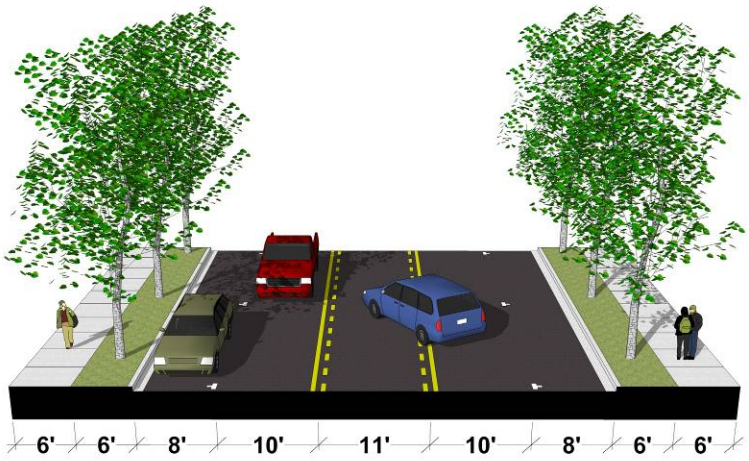


Minimum dimensions shown

H. Two Lane Street with Angled Parking (T4)		
1	Right-of-Way Width	84’ minimum
2	Pavement Width	60’ minimum and 62’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	12’ minimum and 13’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Angled parking: 18’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	One side of the roadway may include parallel parking instead of angled parking

I. Two Lane Street with Parallel Parking and Center Turn Lane (T4)

This street layout should be used on urban streets in segments that receive low-to-moderate volumes of traffic and where slow-to-moderate vehicular speeds are desired. These streets are generally not appropriate for residential areas where children may be present. These streets are well-suited in areas with major left turn movements between intersections. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. The center turn lane will accommodate turning movements with minimal impact to through traffic.

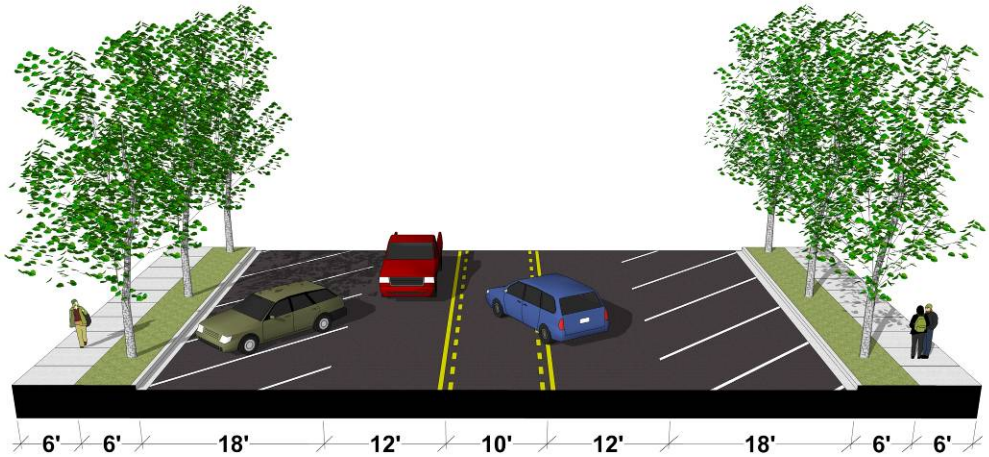


Minimum dimensions shown

I. Two Lane Street with Parallel Parking and Center Turn Lane (T4)		
1	Right-of-Way Width	71' minimum
2	Pavement Width	47' minimum and 52' maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10' minimum and 12' maximum
6	Center Turn Lane	11' minimum and 12' maximum
7	On-Street Parking	Parallel parking: 8'
8	Public Frontage Width	6'/6' (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30' on-center with groundcover
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections; one side of the roadway may include angled parking instead of parallel parking

J. Two Lane Street with Angled Parking and Center Turn Lane (T4)

This street layout should be used on urban streets in segments that receive low-to-moderate volumes of traffic and where slow-to-moderate vehicular speeds are desired. On-street angled parking generally slows vehicle speeds compared to parallel parking. These streets are generally not appropriate for residential areas where children may be present, but are well-suited in areas with major left turn movements between intersections. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. The center turn lane will accommodate turning movements with minimal impact to through traffic.

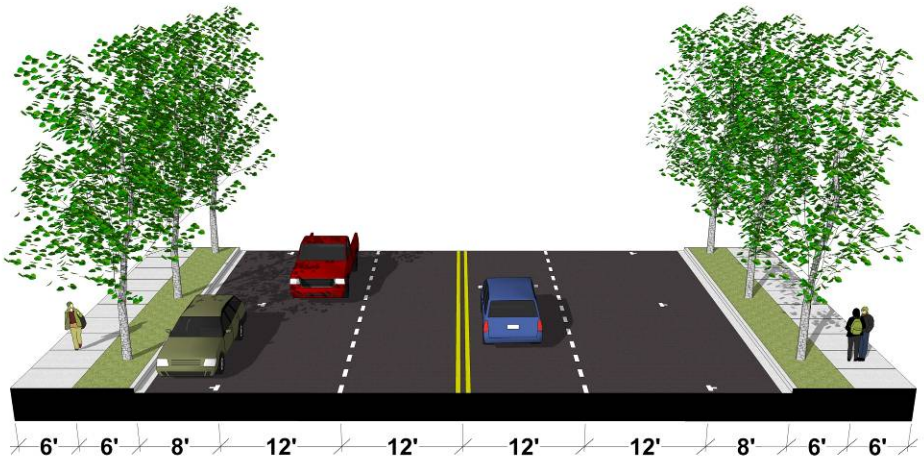


Minimum dimensions shown

J. Two Lane Street with Angled Parking and Center Turn Lane (T4)		
1	Right-of-Way Width	94’ minimum
2	Pavement Width	70’ minimum and 72’ maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	12’
6	Center Turn Lane	10’ minimum and 12’ maximum
7	On-Street Parking	Angled parking: 18’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections; one side of the roadway may include parallel parking instead of angled parking

K. Four Lane Street with Parallel Parking (T4)

This street layout should be used on urban streets in segments that receive moderate-to-high volumes of traffic and where moderate vehicular speeds are desired. These streets are generally not appropriate for residential areas where children may be present, but are well-suited in busier areas with a significant amount of through traffic and where on-street parking is desired. This street layout provides a good balance between accommodating vehicular movement and providing on-street parking; however, the increased speeds and wider pavement width create environments that may be less comfortable for pedestrians and require longer crossings.

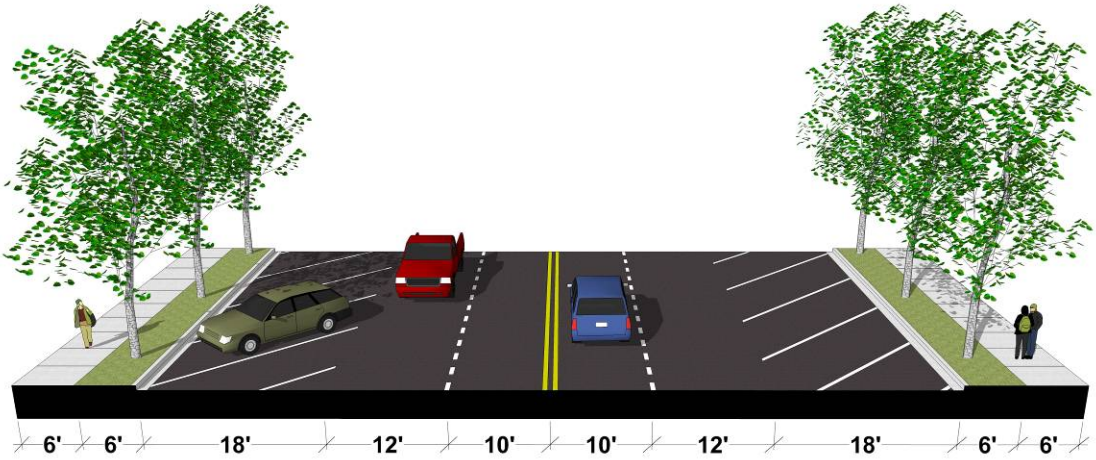


Minimum dimensions shown

K. Four Lane Street with Parallel Parking (T4)		
1	Right-of-Way Width	88’ minimum
2	Pavement Width	64’ minimum and 66’ maximum
3	Design Speed	30-35+ MPH (moderate or high movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	12’
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking: 8’ minimum (if ≤35 MPH) and 9’ maximum (if >35 MPH)
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	One side of the roadway may include angled parking instead of parallel parking

L. Four Lane Street with Angled Parking (T4)

This street layout should be used on urban streets in segments that receive moderate-to-high volumes of traffic and where slow-to-moderate vehicular speeds are desired. On-street angled parking generally slows vehicle speeds compared to parallel parking. These streets are generally not appropriate for residential areas where children may be present, but are well-suited in busier areas with a significant amount of through traffic and where on-street parking is desired. This street layout provides a good balance between accommodating vehicular movement and providing on-street parking; however, the increased speeds and wider pavement width create environments that may be less comfortable for pedestrians and require longer crossings.

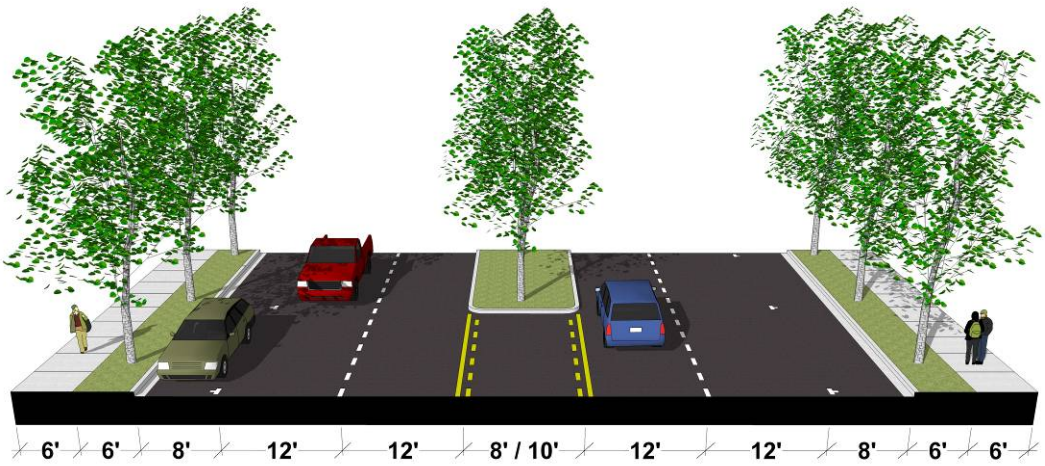


Minimum dimensions shown

L. Four Lane Street with Angled Parking (T4)		
1	Right-of-Way Width	104’ minimum
2	Pavement Width	80‘ minimum and 84’ maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	10’ (inner lane) / 12’ (outer lane) minimum and 14’ maximum (all lanes)
6	Center Turn Lane	None
7	On-Street Parking	Angled parking: 18’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	One side of the roadway may include parallel parking instead of angled parking

M. Four Lane Street with Parallel Parking and Center Turn Lane/Median (T4)

This street layout should be used on urban streets in segments that receive moderate-to-high volumes of traffic and where moderate vehicular speeds are desired. These streets are generally not appropriate for residential areas where children may be present. These streets are well-suited in busier areas with a significant amount of through traffic, major left turn movements between intersections, and on-street parking demand. This street layout provides a good balance between accommodating vehicular movement and on-street parking; however, increased speeds and increased width may create less comfortable environments for pedestrians and require longer crossings. Center turn lanes accommodate left turns with minimal impact to through traffic.



Minimum dimensions shown

M. Four Lane Street with Parallel Parking and Center Turn Lane/Median (T4)		
1	Right-of-Way Width	90’ minimum
2	Pavement Width	74‘ minimum and 78’ maximum
3	Design Speed	35+ MPH (moderate movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	12’
6	Center Turn Lane	10’ minimum and 12’ maximum (8’ minimum and no maximum if median)
7	On-Street Parking	Parallel parking: 8’ minimum (if ≤35 MPH) and 9’ maximum (if >35 MPH)
8	Public Frontage Width	6’/6’ (parkway/sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway and median (if provided)
12	Landscape Type	Parkway: trees spaced an average of 30’ on-center with groundcover Median (if provided): trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections or as median (which may also include dedicated left turn lanes at intersections)

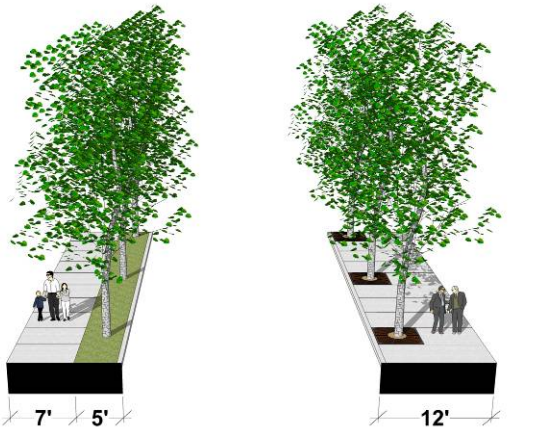
6. T5 STREET STANDARDS

Streets within T5 are designed to reflect an urban character. These streets shall be designed with hard edges, unlike more rural streets with softer edges, such as shoulders. Landscaping provided is organized and generally consistent throughout, with regular tree spacing. Unlike the streets in T1, T2A, and T2B, streets within T5 include on-street parking and use curbs, gutters, and parkways (if provided) to manage stormwater runoff.

A. Public Frontage

Two options for public frontages are allowed in T3: Option A (Parkway with Sidewalk) and Option B (Sidewalk). Streets may include the same public frontage option on both sides of the street or different public frontage options on either side. Option A requires a curb with a landscaped parkway and sidewalk. Parkways and sidewalks shall be a minimum of 5 feet and 7 feet (respectively), and may be widened as needed or desired. The widths of parkways and sidewalks may differ from one side of the street to the other. Option B requires a curb with a sidewalk and trees planted within tree wells.

Trees shall be planted linearly at regular intervals with an average spacing of 1 tree for every 30 linear feet of roadway. Additional landscaping may be provided within parkways and within pots along sidewalks as long as the landscaping does not hinder visibility at intersections and driveway entrances. Landscaping should include indigenous species to provide natural habitat and to minimize maintenance.



Minimum dimensions shown

B. Pedestrian, Bicyclist, and Equestrian Accessibility

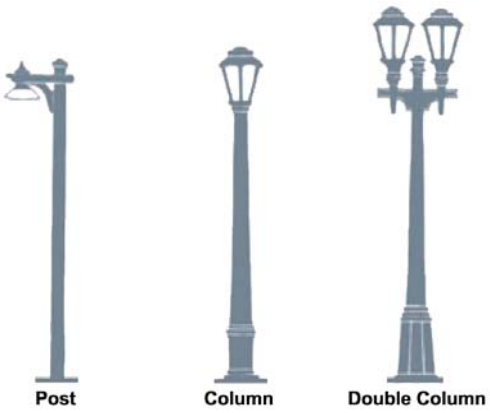
Pedestrians shall use the sidewalk. Bicyclists may ride in the travel lane, as if they were a motorist. These streets are not designed for equestrians. The street sections below may be widened to accommodate bike lanes with a minimum width of 4 feet. The sidewalks may be widened to provide more space for pedestrians. Crosswalks should be provided at or between intersections to provide more visible pedestrian street crossings.

C. One Way Streets

All two lane streets allowed in T4 also may be designed as one way streets. One way streets should only be used in specific locations where this street layout is desired and where two or more parallel streets can provide access, creating a couplet where one streets moves in one direction and the next street moves in the opposite direction.

D. Illumination

Street illumination (provided by streetlights) is required for all roadways with more than two lanes of travel. Street illumination may be provided on other streets as needed or as required by the Director. Appropriate styles of streetlights used for illuminating streets in the T5 zone include Post, Column, and Double Column style streetlights. Steel poles shall be used for streetlights unless otherwise approved by the Director. Streetlights shall be designed to minimize light pollution, in order to reduce development impact on nocturnal environments and wildlife, and to increase night sky visibility for people. Minimize light trespass from the site by using only lighting fixtures that are fully shielded with cutoff devices, such that all light is directed downward.



E. Street Sections

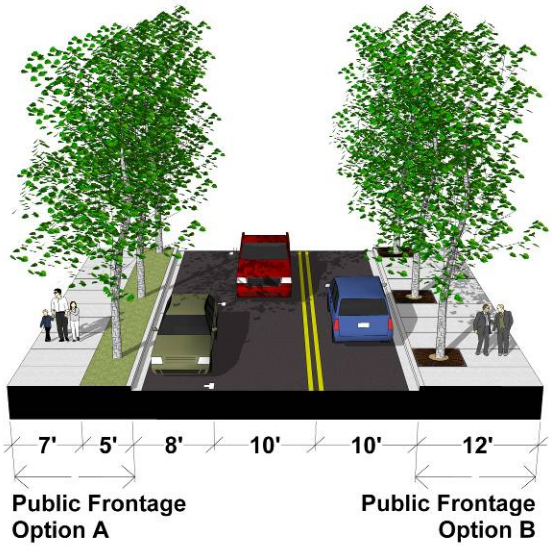
The following street sections are allowed in T5:

- Two Lane Street with Parallel Parking on One Side
- Two Lane Street with Parallel Parking
- Two Lane Street with Angled Parking
- Two Lane Street with Parallel Parking and Center Turn Lane
- Two Lane Street with Angled Parking and Center Turn Lane
- Four Lane Street with Parallel Parking
- Four Lane Street with Angled Parking

- Four Lane Street with Parallel Parking and Center Turn Lane/Median

F. Two Lane Street with Parallel Parking on One Side (T5)

This street layout should be used on urban streets in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential areas where children may be present and where only one side of the roadway has active building frontages, which would benefit from on-street parking. If active building frontages are provided on both sides of the street, a layout with parking on both sides should be considered (see the standards for Two Lane Street with Parallel Parking).

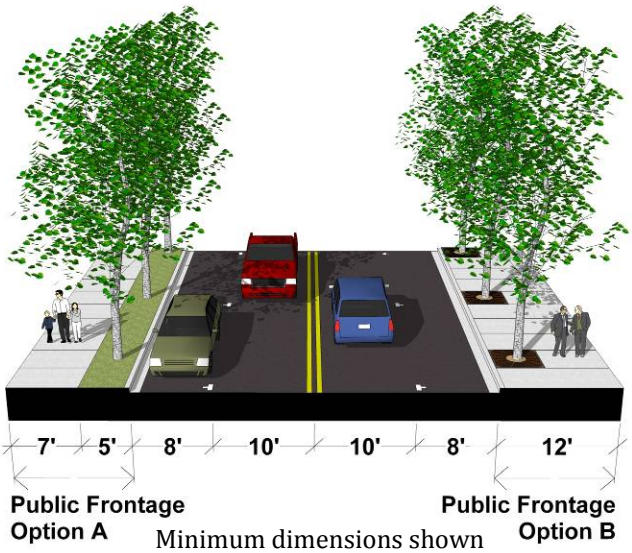


Minimum dimensions shown

F. Two Lane Street with Parallel Parking on One Side (T5)		
1	Right-of-Way Width	52’ minimum
2	Pavement Width	28’ minimum and 32’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking (one side): 8’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	Parking may be provided on either side of the roadway

G. Two Lane Street with Parallel Parking (T5)

This street layout should be used on urban streets in segments that do not receive high volumes of traffic and where slower vehicular speeds are desired. These roads are well-suited for residential areas where children may be present and where left turn movements onto and from the roadway will not greatly affect traffic. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. If there are busy areas with major left turn movements between intersections, a layout with a center turn lane should be considered (see the standards for Two Lane Street with Parallel Parking and Center Turn Lane).

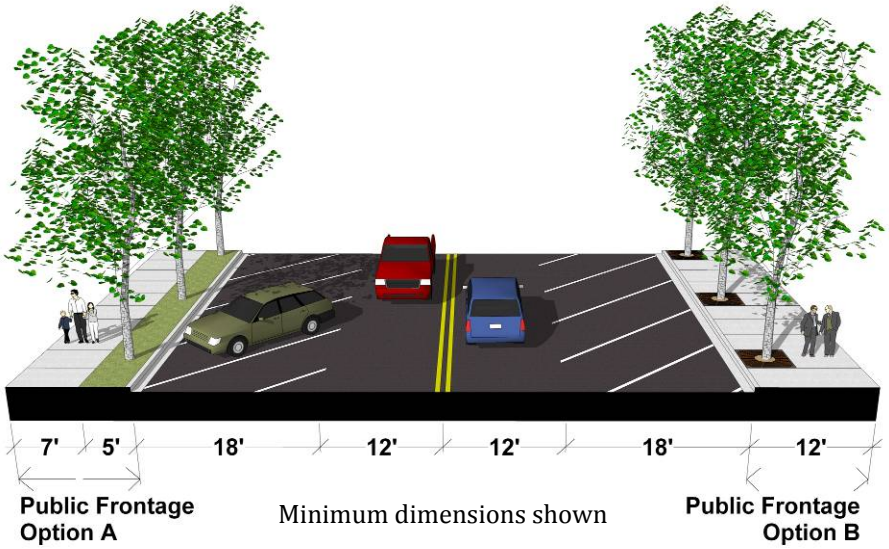


Minimum dimensions shown

G. Two Lane Street with Parallel Parking (T5)		
1	Right-of-Way Width	60’ minimum
2	Pavement Width	36’ minimum and 40’ maximum
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking: 8’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	One side of the roadway may include angled parking instead of parallel parking

H. Two Lane Street with Angled Parking (T5)

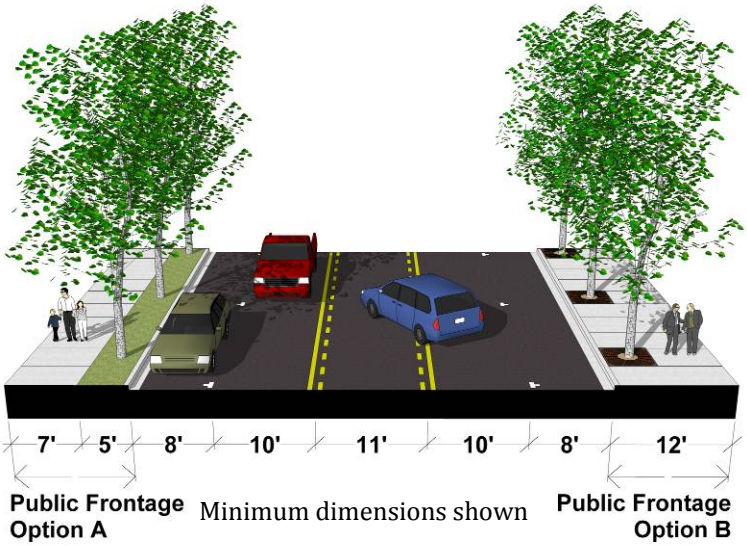
This street layout should be used on urban streets in segments that receive high volumes of traffic and where slower vehicular speeds are desired. On-street angled parking generally slows vehicle speeds compared to parallel parking. These roads are well-suited for areas where left turn movements onto and from the roadway will not greatly affect traffic and where additional on-street parking is desired. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. If there are busy areas with major left turn movements between intersections, a layout with a center turn lane should be considered (see the standards for Two Lane Street with Angled Parking and Center Turn Lane).



H. Two Lane Street with Angled Parking (T5)		
1	Right-of-Way Width	84’ minimum
2	Pavement Width	60’
3	Design Speed	20-25 MPH (slow movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	12’
6	Center Turn Lane	None
7	On-Street Parking	Angled parking: 18’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	One side of the roadway may include parallel parking instead of angled parking

I. Two Lane Street with Parallel Parking and Center Turn Lane (T5)

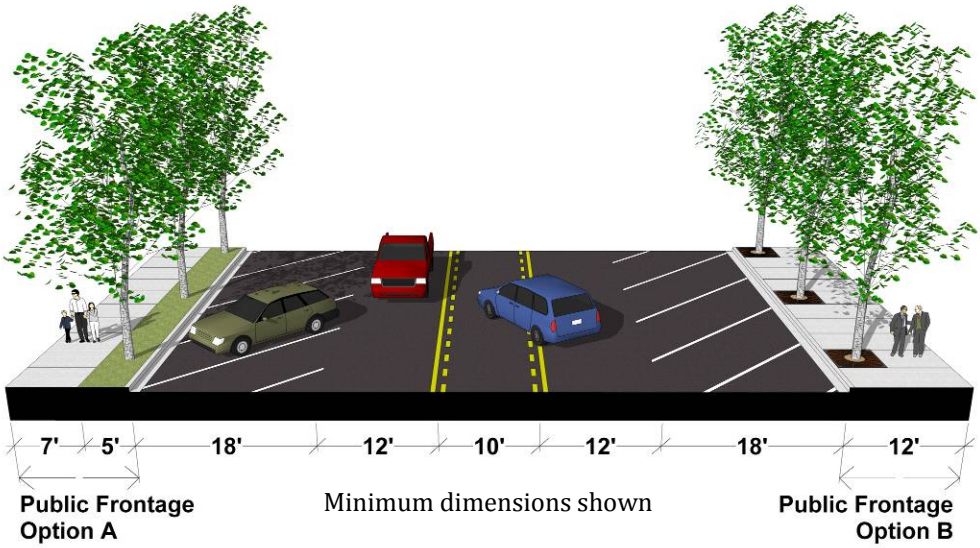
This street layout should be used on urban streets in segments that receive low-to-moderate volumes of traffic and where slow-to-moderate vehicular speeds are desired. These streets are generally not appropriate for residential areas where children may be present. These streets are well-suited in areas with major left turn movements between intersections. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. The center turn lane will accommodate turning movements with minimal impact to through traffic.



I. Two Lane Street with Parallel Parking and Center Turn Lane (T5)		
1	Right-of-Way Width	71’ minimum
2	Pavement Width	47’ minimum and 52’ maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	10’ minimum and 12’ maximum
6	Center Turn Lane	11’ minimum and 12’ maximum
7	On-Street Parking	Parallel parking: 8’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections; one side of the roadway may include angled parking instead of parallel parking

J. Two Lane Street with Angled Parking and Center Turn Lane (T5)

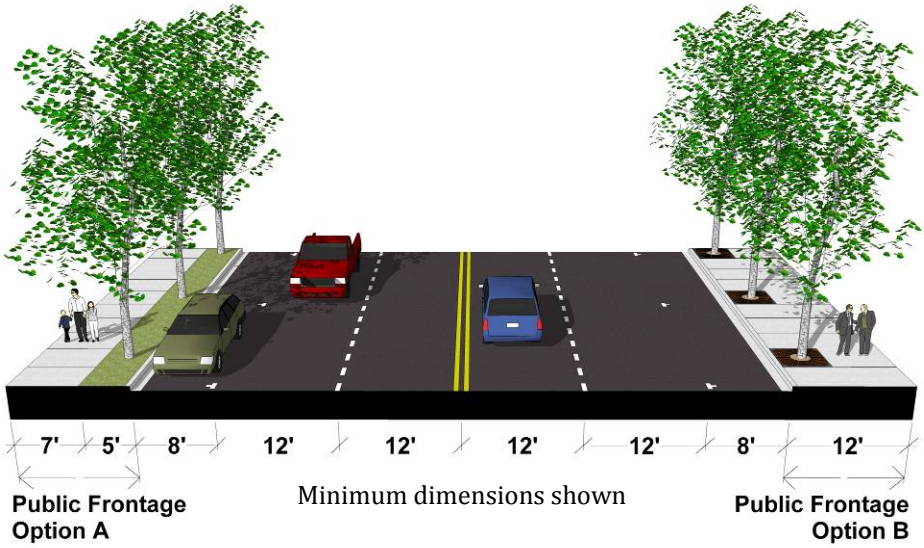
This street layout should be used on urban streets in segments that receive low-to-moderate volumes of traffic and where slow-to-moderate vehicular speeds are desired. On-street angled parking generally slows vehicle speeds compared to parallel parking. These streets are generally not appropriate for residential areas where children may be present, but are well-suited in areas with major left turn movements between intersections. This street layout provides a good balance between accommodating vehicular movement and pedestrian crossings. The center turn lane will accommodate turning movements with minimal impact to through traffic.



J. Two Lane Street with Angled Parking and Center Turn Lane (T5)		
1	Right-of-Way Width	94’ minimum
2	Pavement Width	70’ minimum and 78’ maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	1 travel lane in each direction (2 travel lanes total)
5	Travel Lane Width	12’ minimum and 14’ maximum
6	Center Turn Lane	10’ minimum and 14’ maximum
7	On-Street Parking	Angled parking: 18’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections; one side of the roadway may include parallel parking instead of angled parking

K. Four Lane Street with Parallel Parking (T5)

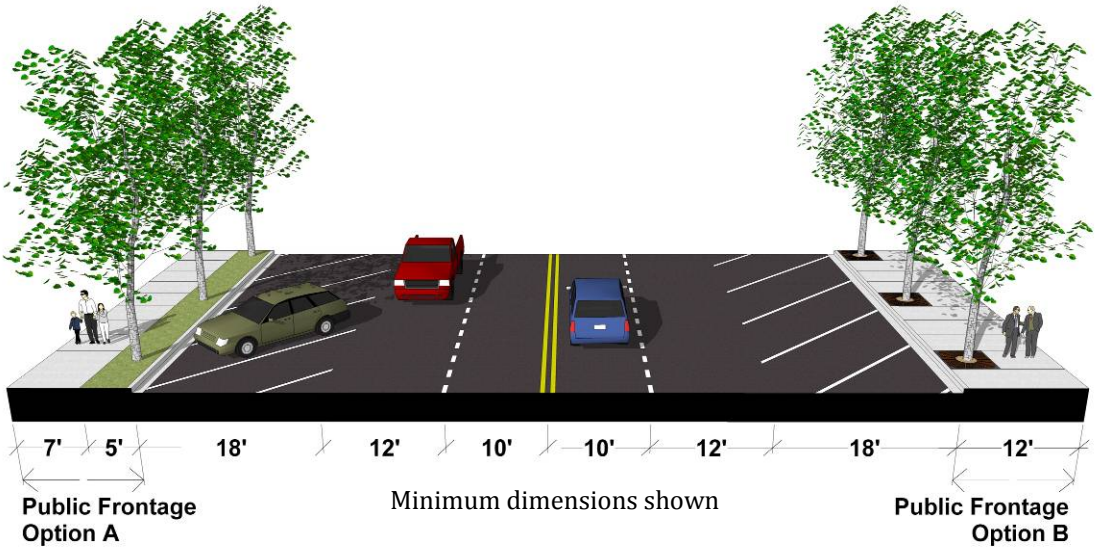
This street layout should be used on urban streets in segments that receive moderate-to-high volumes of traffic and where moderate vehicular speeds are desired. These streets are generally not appropriate for residential areas where children may be present, but are well-suited in busier areas with a significant amount of through traffic and where on-street parking is desired. This street layout provides a good balance between accommodating vehicular movement and providing on-street parking; however, the increased speeds and wider pavement width create environments that may be less comfortable for pedestrians and require longer crossings.



K. Four Lane Street with Parallel Parking (T5)		
1	Right-of-Way Width	88’ minimum
2	Pavement Width	64’ minimum and 74’ maximum
3	Design Speed	30-35+ MPH (moderate or high movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	12’ minimum and 14’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Parallel parking: 8’ minimum (if ≤35 MPH) and 9’ maximum (if >35 MPH)
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree well (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	One side of the roadway may include angled parking instead of parallel parking

L. Four Lane Street with Angled Parking (T5)

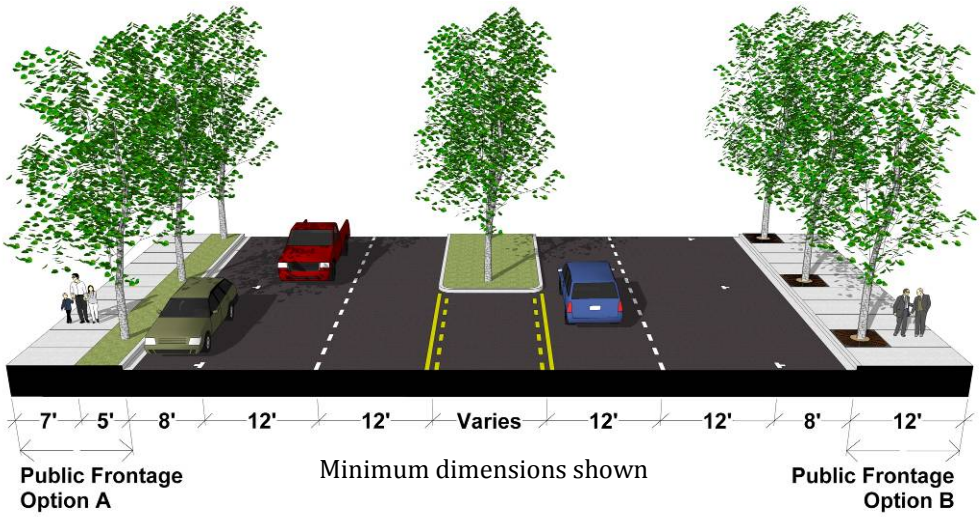
This street layout should be used on urban streets in segments that receive moderate-to-high volumes of traffic and where slow-to-moderate vehicular speeds are desired. On-street angled parking generally slows vehicle speeds compared to parallel parking. These streets are generally not appropriate for residential areas where children may be present, but are well-suited in busier areas with a significant amount of through traffic and where on-street parking is desired. This street layout provides a good balance between accommodating vehicular movement and providing on-street parking; however, the increased speeds and wider pavement width create environments that may be less comfortable for pedestrians and require longer crossings.



L. Four Lane Street with Angled Parking (T5)		
1	Right-of-Way Width	104’ minimum
2	Pavement Width	80‘ minimum and 92’ maximum
3	Design Speed	25-30 MPH (slow-to-moderate movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	12’ minimum and 14’ maximum
6	Center Turn Lane	None
7	On-Street Parking	Angled parking: 18’
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections; one side of the roadway may include parallel parking instead of angled parking

M. Four Lane Street with Parallel Parking and a Center Turn Lane/Median (T5)

This street layout should be used on urban streets in segments that receive moderate-to-high volumes of traffic and where moderate vehicular speeds are desired. These streets are generally not appropriate for residential areas where children may be present. These streets are well-suited in busier areas with a significant amount of through traffic, major left turn movements between intersections, and on-street parking demand. This street layout provides a good balance between accommodating vehicular movement and on-street parking; however, increased speeds and increased width may create less comfortable environments for pedestrians and require longer crossings. Center turn lanes accommodate left turns with minimal impact to through traffic.



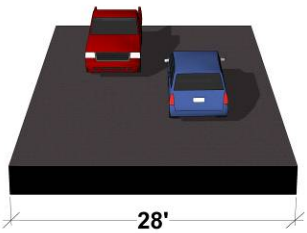
M. Four Lane Street with Parallel Parking and Center Turn Lane/Median (T5)		
1	Right-of-Way Width	104’ minimum
2	Pavement Width	80‘ minimum and 94’ maximum
3	Design Speed	35+ MPH (high movement)
4	Number of Lanes	2 travel lanes in each direction (4 travel lanes total)
5	Travel Lane Width	12’ minimum and 14’ maximum
6	Center Turn Lane	10’ minimum and 12’ maximum (8’ minimum and no maximum if median)
7	On-Street Parking	Parallel parking: 8’ minimum (if ≤35 MPH) and 9’ maximum (if >35 MPH)
8	Public Frontage Width	6’/6’ (parkway/sidewalk) and/or 12’ (sidewalk) minimum
9	Walkway Type	Sidewalk
10	Bikeway Type	If provided: bike route and bike lane
11	Edge / Planter Type	Sidewalk/parkway (Option A) and/or sidewalk/tree wells (Option B), and median (if provided)
12	Landscape Type	Parkway (Option A): trees spaced an average of 30’ on-center with groundcover Sidewalk (Option B): trees spaced an average of 30’ on-center in tree wells Median (if provided): trees spaced an average of 30’ on-center with groundcover
13	Additional Modifications	Center turn lane used as dedicated left turn lane (one direction) at intersections or as median (which may also include dedicated left turn lanes at intersections)

7. ALLEYS (T3/T4/T5)

Alleys are narrow streets that provide access to the rear and sides of properties. Alleys are primarily used to provide access to parking facilities located to the rear and sides of buildings. Alleys are allowed in T3, T4, and T5. Alleys shall be a minimum of 28 feet in width and shall provide at least two access points to streets. Alleys are designed for very slow (less than 20 MPH) movement.

A. Alley Standards

Alleys shall maintain a paved surface with a minimum width of 28 feet. The paved surface shall be sloped so that a flow line is created to carry the stormwater off site.



Minimum dimensions shown